### FORD MAKES A STATEMENT.

EXPLAINS THE WORKINGS OF HIS FRAN-CHISE TAX BILL.

CRITICISMS UNWARRANTED, HE SAYS-SCOPE OF THE MEASURE-HOW AS-SESSMENTS WILL BE MADE.

Albany, April 29.-Serator John Ford, before his departure for New-Fork City to-night, gave out the following statement relative to his Franchise Tax bill:

Franchise Tax bill:

Assessors will experience no difficulty in arriving at a taxable valuation of public franchises, and the bill when it becomes a law will in my opinion work without friction or difficulty. Criticisms of it on the ground that it is crude and incomplete are not warranted. So far as it is crude and incomplete, such defects are due not to the form of the bill, but to the imperfections of the general tax system of the State, for it should be remembered that the bill creates no new machinery and does not change the present Tax law at all, except by amending the definition contained in that law as to what shall be real estate for the purposes of taxation under it. As construed by the courts, the Tax law exempts public franchises. Legislators and others who have discussed the bill have persistently confused public franchises with corporate franchises with corporate franchises with bill because who have discussed the bill have persistently confused public franchises with corporate franchises. One member objected to the bill because it exempted steam railroads—it does not where steam railroads possess a public franchise. Its corporate franchise is exempt, just like the corporate franchise is exempt, just like the corporate franchise of every other corporation, because the bill is not intended to reach that kind if a franchise at all.

#### AIMED AT STREET CORPORATIONS.

What it aims at is the very valuable rights which transportation corporations possess and enjoy in the public streets. They are as distinct from the corporate franchise-that is the right to exist as a corporation enjoyed by all corporations alike—as in the goodwill of a dry-goods firm and its stock in trade. The transporgoods firm and its stock in trade. The transportation corporation gets a corporate franchise from the State like any other corporation, and it gets, in addition, the right from the locality, by consent of the property-owners and of the local authorities, a grant of a most valuable easement in the public streets, a species of property which has been defined as real estate from the dawn of civilization. The Court of Appeals has declared that this easement amounts to an estate in perpetuity in the street. It would have been a simple matter to have prescribed a rule to govern assessors in valuing this kind of property, for its value can be arrived at by a very simple method which has been substantially adopted in taxing these properties in other States, notably Indiana. For example, the total assets of the Metropolitan Street Railway Company consist of: olitan Street Railway Company consist of: First-In the value of the company's invest-

ment in its railways and other appurtenances-in other words, the cost of reproducing the entire plant. That is all tangible property, and represents every dollar that the company has put into the railroad.

#### VALUE OF A COMPANY'S STOCK.

Second-There is the value of the public franchise. Now, the aggregate market value of the stock of the company, plus the aggregate market value of its indebtedness, is equivalent to the total value of all the assets, tangible and intangible, the investment of the company and the public franchise possessed by the company. This is easily demonstrated. The bonds are secured by a mortgage on the assets of the company. They constitute a lien prior to the stock; the stock, therefore, cannot be worth one single cent until after the company possesses assets to secure the debts of the company and earning capacity sufficient to pay the interest thereon. When the stock sells in the open market for any and above the indebtedness equivalent to the market price of the bonds. The value of the debt and the value of the stock added together, therefore, represent exactly the total value of all the assets possessed by the company.

Under the law, as it stands, it is the duty of the assessors to appraise and place a valuation bill, I thought that it might not pass, and did upon all the tangible assests of the companythat is, all the entire investment of the company in the rallway. The assessors can also easily find, from quotations on the Stock Exchange, daily the price of the securities of the company, and, therefore, the total value of its assets. Deducting therefrom the value of the tangible property, there remains the value of the intangible, or a public franchise.

### VALUATION LEFT TO ASSESSOR.

Now, I was averse to prescribing this method ties, because it would compel the assessor to assess them at 100 cents on the dollar, where, as we know, other kinds of property are not, as a matter of fact, assessed so high, but average all the way from 50 to 90 per cent in different parts of the State. I wanted the bill to be as fair to the corporations as to ordinary property-owners, and have simply left to the assessor to assess them with the same discretion he exercises in assessing all other kinds of

the law, as it stands to-day, before amend-In the law, as it stands to-day, before amen-ed by my bill, the assessors are obliged to as-sess exactly the same kind of a public franchise as is brought in under my amendment. The definition of real estate, which I sought to amend, included "all wharves and piers," meaning the material structure, of course, and adding, "including the value of the right to collect wharfage, dockage, or cranage thereon." There certainly can be no more difficulty in assessing a public franchise of a city railroad, for example, than the value of the right to collect dockage upon a wharf or pier. Furthermore, under the definition, as it stood before amended, the assessors were obliged to assess "all tree and underwood growing upder the land and the land." underwood growing upon land, and all mines, minerals and fossils in and under the same."

GREAT AID TO CITY REVENUE I submit that some of these things are just as difficult, at least, to assess as the public franchise, and yet the assessors seem to have found little difficulty, for they have been assessing such properties for years under the law with no rule laid down for their guidance. I realize the iniquity of assessments upon all kinds of real estate, and I suppose there will be inequalities in assessing a public franchise, and if the ordiin assessing a public franchise, and if the ordi-nary property-owner is to be subject to those inequalities and the injustice which grows out of them, why should not the owner of a public franchise be subjected to the same conditions. Why does the possessor of a public franchise demand for his property a different mode of treatment from that applied to other persons' property. If there is any crudity or incomplete-ness about it, it is due to the general tax law and not to any shortcomings of the bull as ness about it, it is due to the general tax law and not to any shortcomings of the bill as drafted. As to how much the bill will add to the assessed valuation of property in the city, it will be many hundreds of millions of dollars. Take, for example, four of the most important corporations owning public franchises in the city of New-York—the Metropolitan Street Railway Company, the Third Avenue Railroad Company, the Manhattan Elevated Railroad Com-

The model Custom departments in our stores present this week many attractions in finely woven piece goods of fashionable shades &

Suitings Coatings correct cloths for Topcoats-stylish goods for fancy Waistcoats & Outing wear-at moderate prices.

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pany and the Consolidated Gas Company. The actual investment of the average corporation is covered by its bonds and the value of the stock is, roughly speaking, the value of the franchise. The franchise is even worth more than the value of the stock, but very rarely less. Upon this basis, then, these four companies would be assessed upon \$138,000,000 property now exempt, which at this year's tax rate of 2.07, would produce \$3,726,000, the bulk of which would go into the city treasury, the balance to the State. From this rough estimate one can get some idea of how largely the taxable list of property will be swelled by the bill when the Brooklyn railroads and telephone companies and the other gas companies and steam-heating companies and steam railway companies occupying public streets, and all the other public franchises and privileges in the public streets and places, are assessed on the same basis.

TO BE TAXED LIKE REAL ESTATE.

TO BE TAXED LIKE REAL ESTATE. The main virtue of the bill is that it proposes to tax these properties as real estate, instead of a personalty-that means that whatever tax the assessors levy must be paid. It cannot be sworn off, nor can indebtedness be offset against it. In other words, the possessor of the public franchise is placed in the same position, so far as the tax laws are concerned, as the owner of a house and lot, which property is taxed regardless of whether it is producing revenue or not, and without regard to the mortgage that may be upon it, even though that mortgage covers 80 per cent of the total value of the property.

### INCREASED BY MILLIONS.

GREAT ADDITION TO THE ASSESSED VALUATIONS IN THIS CITY.

THE DEBT LIMIT, ACCORDING TO PRESIDENT FEITNER OF THE TAX DEPARTMENT, WILL

BE ABOUT \$50,000,000 GREATER THAN LAST YEAR.

Several of the city officials talked yesterday with enthusiasm about the great increase in the tax revenues of the city and the increased valuations which will be created by the Ford Franchise Tax law. President Feitner of the Tax Department made up a table to show how the assessed valuations of some of the large corporations would be increased under the new law. Two sets of figures taken from the table are given herewith. The figures for 1898 show the assessed valuations for personal taxes last year and the figures for 1900 show what the assessed valuations of the corporations will be next year. The table follows:

Metropolitan Street Railway Co	Contested	\$39,400,000
Third Averue Railroad		15,000,000
New-York & Harlem Rathroad		22,000,000
Manhattan Elevated		69,545,000
Union Railroad Company	350,000	4,000,750
Dry Dock, East B'way & Battery	230,000	3,250,000
Walkill Valley Railroad	146,000	910,000
Consolidated Gas	4,540,000	38,671.740
Standard Gas Light Company	675,000	10,083,100
New-York Mutual Gas	-	3,500,000
Union Ferry Company	250,000	5,200,000
Brooklyn & New-York Ferry Co	600,000	8,500,000
Nassau Ferry Company	20,000	250,000
Tenth & Twenty-third St. Ferry	115,000	1,532,000
Edison Electric Light Company	Nothing	15,952,000
Rome, Watertown & Ogdensb'g Ry	Nothing	20,773,000
Delaware & Hudson Canal Co	Nothing	40,000,000
New-York Light, Heat & Power Co		630,000
New-York Steam Company	25,000	6,104,000
		many lave

Mr. Feitner said that he believed the new lav would increase the assessed valuations in the city about \$200,000,000, and raise the debt limit \$20,000,000 higher. With the increase of valuations in real estate the debt limit will be about \$50,000,000 greater than last year, and the city might go ahead and issue bonds for building an underground rapid transit road. There is a prospect that the new law may be put into efprice, it is evident that there are assets over | fect within a few days, instead of a year from

> "There is a provision of the law," said Mr. Feitner, "that valuations may be raised in the middle of the year, on May 5. I did not think of this provision before, for, like a great many others, officials and lawvers, who favored the not carefully keep track of it. When it passed, therefore, I supposed that the city officials would have months in which to consider methods of applying it. Instead of that, I find that we may have but a few days. I have written to Corperation Counsel Whalen asking his advice. Should he reply that we have a right to apply the law on May 5, I shall consider it my duty to work night and day to put matters in shape." OPINION OF THE CONTROLLER.

> Controller Coler said yesterday that he reportant which had been passed by the Legislature in many years. He said he did not think there would be much difficulty in fixing the value of the franchises held by the corporations as the Stock Exchange price of the stock of such corporations would be a good basis for valuation. He also said: "If it is held that the city of New-York is entitled to taxes on the business which originates in this city, it will make a vast difference to the taxpayers. It would be impossible at the present time to state or even approximate the amount which the city will receive in taxes under this measure. The amount will, however, be very large. I cannot too heartily indorse the law, and I trust that in working out the details the fullest share of revenue will accrue to the city."
>
> It is expected that lawyers of the large corporations will attack the new law on the ground that it does not provide for any method of determining the values of the franchises to be taxed.

> mining the values of the franchises to be taxed. but the city officials say that the city has a de-cided advantage in such a case, as it can go ahead and collect the taxes on the franchises and let the companies fight to get the money back. If the corporations refuse to pay the taxes levied on them, the city tax officers can seize the property of the corporations and bring their operations to a standatill until the taxes

Few lawyers in the city would make any statements yesterday as to the new law. Law-yers representing corporations declined to make any statements, for the reason that what they might say would affect the standing of the cor porations in possible litigation. An official of the Manhattan Railway Company, speaking of the new law, said: "The Manhattan Railway Company is less hard hit than the other large traction companies, for the reason that our structure is taxed as real estate, and we have therefore a large offset against an estimate of the taxable value of our grants, not less than \$30,000,000. No other company can approach that figure."

The counsel of one of the big street rallway systems said: "Our company is not worrying about the Ford bill. If the Governor announces that he will grant a hearing on the measure, I understand that a conference of representatives of some of the interests affected by the bill will of some of the interests are cted by the bill will be held within a day or two, at which confer-ence arrangements will be made for the presen-tation at the hearing of arguments against the measure. If he decides to sign the bill without a hearing, we shall pursue the even tenor of our a hearing, we shall pursue the even tenor of our way. Yes, there will without doubt be litigation if the bill becomes a law. The State can't take our property by legislative enactment any more than it can permit its destruction in a riot without redress to us."

The passage of the Ford bill by the Legislature was reflected yesterday by a decline in the prices of stocks of corporations which apparently will suffer most severely by its enforcement as law. Metropolitan closed at a net loss for the day of \$154 per cent: Brooklyn Raid Transit, 3% per

5½ per cent; Brooklyn Rapid Transit, 3½ per cent; Consolidated Gas, 3¾ per cent; Manhat-

"EFFECT WILL BE TREMENDOUS." RUSSELL SAGE SAYS SUCH A BILL "SHOULD NOT

BE PASSED IN SO HASTY A MANNER." Russell Sage, when asked what he thought of he passage of the Ford bill, said that it was too soon to give an opinion as to its probable effect. "The bill was only passed yesterday," he added, "and I have not had time yet to read it carefully and digest it. It is essentially a new measure in every way, and no one can predict offhand what its effect will be. I talked this morning with several bank presidents and financial men about the bill, but they were all like myself in that they had not yet been able to make up their minds about the bill. They all realized its great importance, however. I have no hesitation in saying that it was by far the most important bill passed by this Legislature. Its effect will be tremendous, in whichever way

it acts. I am of the opinion that a bill of that

sort should not be passed in so hasty a man-ner. As you know, it was jammed through at the last minute, and if it had not been for the Governor's emergency message it would probably not have become a law. Governor Roosevelt has taken a great responsibility upon himself, for the results of this measure will be laid home to him, who has been its champion throughout. If the results are beneficial, he will be praised; but if they are otherwise he will come in for harsh criticism. There was really no necessity for the passage of such a radical measure. The State is not in dire need of more revenue, nor are the people intolerably overburdered. Times are good, and money is easy. No one can foretell the results of this bill, and things may happen which none of us have ever thought of." the last minute, and if it had not been for the

MR. DEPEW ON THE BILL.

THE PROVISIONS, HE THINKS, DO NOT APPLY TO THE NEW-YORK CENTRAL.

POSSIBILITIES OF THE DISCRETIONARY POWER PLACED IN LOCAL TAX BOARDS BY THE LAW HE LOOKS UPON AS APPALLING.

Senator-elect Chauncey M. Depew, when asked last night what he thought of the Ford bill so far as its constitutionality was concerned, and what would be its scope of opera-

"Senator Ford's idea, as expressed before the Senate committee, was to provide for the taxation of local corporations operating under municipal franchises, and did not contemplate taxation of the steam lines operating through the State. Therefore, I do not think the provisions of the bill apply to the New-York Central Railroad. The matter of a franchise tax is, fundamentally, all right, and I approve of it. That a franchise tax is just and constitutional is proved by the fact that there is on the statute books of the State of New-York a franchise tax which applies to steam railroads. My recollection is that this tax is under a law of 1880. In the first place, the New-York Central Railroad pays a tax upon the assessed valuation of its real estate. In the second place, the road pays a direct franchise tax. This tax provides for the payment of one-quarter of 1 per cent upon the dividends of the company. In the case that the roads pay no dividends the Controller is empowered to make a valuation of the franchises, and imposes a tax accordingly. This is a just and scientific method of assessment of taxes.

AN EQUITABLE AND JUST TAX. "I believe that corporations operated under the municipal franchises and making enormous revenue therefrom should pay an equitable and just franchise tax. In the case of the law en-

acted now, it provides for a tax on franchises, but it defines no method of determining the value of franchises nor the system of assessment. This leaves it discretionary with every local Board of Taxes in the State how it shall tax corporations operating under franchises granted by the local government. The possibilitles of this discretionary power are something appalling. There will be just as many methods of assessment and taxation as there are boards of taxes, for each individual Board will have its own theory of how the taxes should be imposed. Of course, the subject of taxation is open to revision by the courts, but the corporations operating under a local franchise will hesitate to antagonize local boards of taxes, and incidentally the local administration by taking their case into the courts, and will stand taking their case into the courts, and will stand as much and as heavy a taxation as they can possibly stagger under. In this very condition lies the potential possibilities that confer upon the local government a power that was never dreamed of by any political leader. In the hands of an unscrupulous Board it becomes a fearful weapon for the punishment of any corporation that may have incurred the displeasure of a local administration. Of course, if a corporation is made the victim of a tax from the local administration it has redress in the courts, and doubtless the courts will establish some scientific method of taxation when the case comes before them.

#### before them AS TO THE TAXES.

"I do not think the taxes will net as much as the papers say. This tax is on valuation over and above the real estate valuation. The taxation of the New-York Central to-day is much heavier than in any other State. The New-York Central pays upon property and other material about equal in value to the Pennsylvania and the Baltimore and Ohio \$200,000 more than double the taxes of the Pennsylvania, and three times those of the Baltimore and Ohio. In this matter of the taxes upon local corporations operating under the local franchises, as I have said, the corporation should pay a just and equitable amount of its taxes, but the law as enacted leaves the question of a method of assessment so vague that it places within the power of a local tax board the opportunity to grasp the throat of any corporation against which it may have any antagonism, and throttle it. If the ial about equal in value to the Pennsylvania have any antagonism, and throttle it. proper tribunal to exercise such great powers could be secured, and if a scientific method of arriving at the valuer for the purpose of taxa-tion could be secured, the whole matter would stand fair, just and entirely right."

### PRAISE FOR FORD AND FALLOWS. At a meeting of the representatives of the Citi-

tens Union of the XXIst Assembly District, held on Friday evening, resolutions were unanimously adopted, which say:

adopted, which say:

The Citizens' Union congratulates the electors of the XXIst Assembly District upon the record at Albany of its representatives, John Ford and Edward H. Fallows, and it particularly thanks and commends these gentlemen for the passage of three measures notably important to the district, the city and the State, namely, the Amsterdam Avenue bill, the measure which brought about the purfication of the Surrogate's office, and the bill for the taxation of franchises. In all these measures the supreme effort of Messrs. Ford and Fallows has been truly to represent their district and to serve the people.

In other minor measures these representatives have been equally faithful to their charges.

Again thanking Messrs. Ford and Fallows, we would point out that other districts can secure like results by:

would point out that the results by:
First-Electing such representatives.
Second-By encouraging them with friendly counsel and advice.
Third-Maintaining the independence of party which the XXIst District has always shown.

### SCHOOL MONEY WITHHELD.

MR. SKINNER WITHHOLDS PAYMENTS ON AL-LEGED FAILURE TO ENFORCE COM-PULSORY EDUCATION ACT.

Albany, April 29.-Superintendent Charles R. Skin-Albany, April 29.—Superintendent Charles R. Skinner of the State Department of Public Instruction has withheld from District No. 10, town of Schoharie, Schoharie County, the State moneys to which it is entitled under the provisions of the State School law. A compulsory education inspector of the Department visited the district on April 5 and found the schoolhouse closed and the teacher making a canvass of the district in search of pupils. The registration of the school is nineteen pupils, none of whom would attend school. The State money is withheld because the trustees of the district have falled to enforce the provisions of the Compulsory Education law. This is the first time that the superintendent has exercised the power given him to withhold the State school moneys from any district which falls to carry out the provisions of this law. ing a canvass of the district in search of pupils.

### BILLS SIGNED BY THE GOVERNOR. Albany, April 29.-Governor Roosevelt has signed

Amending the Lien law in relation to the bailer of criminals. of criminals.

Amending the Election law in relation to the use of voting machines.

Amending the Election law relative to the expenses of ballots and stationery.

Providing for the incorporation of the Salvation

Army.

Allowing the Delaware and Hudson Canal Company to abandon its canal and to change its name to the Delaware and Hudson Company.

Permitting the incorporation of the General Carriage Company.

MOVEMENTS OF NAVAL VESSELS. Washington, April 29.-The collier Abarenda age to Samoa by way of the Strait of Magellan The Vixen is detained for a few days, but will soon sail by the eastern route for the same islands The Wilmington has arrived at Para, Brazil, and the Nashville at Helena, Ark. The Resolute has sailed from Havana for Fort Monroe. salled from havana to be solved to leave New-York for Manila, stopping first at Lambert's Point for coal, between May 10 and 15. The Prairie is expected to sail for Manila on May 1. The Newport and the Monongahela have been ordered into commission.

# Removal Notice.

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### ENAMELLED WARE.

A Medical Authority Points Out the Dangers From Cooking in Inferior

Utensils.

The present generation of housewives are more than blessed with kitchen accessories which make the work a real pleasure, but the hidden dangers arising from poisons in cooking with improper utensils are appreciated by only a few housewives. It is a stealthy enemy, which threatens tens of thousands. The frequent publication in newspapers of cases where whole families have been myateriously poisoned by eating foods ordinarily considered absolutely harmiess has been explained by a scientific article by Dr. C. H. Brace. Among other things Dr. Brace says: "Among all the dangers which threaten those unaccustomed to scrutinizing the kitchen equipment, we are satisfied that the risks incident to an undiscriminating selection of the kitchen utensit take decided pre-eminence, for the ordinary substitutes offered for the old-fashioned pots and pans are an unquestionable menace to every one partiaking of many articles of food cooked in the same, for the enameled coating upon the iron is retained through the means of arsenical or antimonial preparations in some cases, and in others by the use of lead, which is a most dangerous and insidious poison. We have made a critical examination of the products of nearly a score of the manufacturers of such goods, and the only articles of the kind found to be absolutely free from all the dangerous contaminations of which mention has been made are those known as "Agate-Nickel-Steel-Ware." The makers of this ware possess an exclusive process by which, through the intervention of a coating of nickel, the impervious ccating is caused to adhere to the steel, thereby doing away with the necessity of a lead bath or the employment of antimonial or arsenical preparations to achieve such results."—N. Y. Tribune, Dec. 24, 1898.

### FOR AN EIGHT-HOUR DAY.

EIGHTY LABOR UNIONS TAKE PART IN A DEMONSTRATION.

An army of laboring men set the East Side astir last night by a demonstration in favor of their demand for an eight-hour day. About three thousand men, representing nearly every branch of industry, gathered at various places, and, after parading in the East Side marched to Union Square, where a mass-meeting was held.

In all, eighty labor organizations, members of the Central Federated Union, participated in the parade, among the larger representations being those of the Cloakmakers' Union, 500 strong; Brew-ers' Union No. 1, the Ale and Porter Union No. 1, the Firemen's Union No. 1, Waiters' Union No. 1, United Engineers No. 1, Pipe Caulkers and Tappers' Union, the International Union of Steam En gineers, the Liberty Dawn Association of Cab and Livery Drivers, Rising Sun Association of Livery Stable Employes, Bakers' Union No. 1, Electrical Workers' Union, Horseshoers' Union No. 1, Plasterers' Union, German Walters' Union No. 1, and Cigarette Packers' Union No. 251. Daniel Harris, president of the State Branch of the Central Federated Union, was grand marshal.

Bands of music were numerous, and the keepers of the East Side saloons spent more money for fireworks than they do on the Fourth of July. Hundreds of men carried placards, reading simply "Eight hours." Transparencies were frequently seen in the line, bearing such phrases as "Our motto-Not retrogression, but progress," "Politicians will please take notice that we mean busi-ness," "Eight hours' work, eight hours' recreation and eight hours' rest," "Fight for shorter hours and abolish wage slavery," and "Trust cigarettes are made by machines, cigarettes bearing the union label are made by human beings,"

The line of march was from No. 414 East Fifth-st. to First-ave., to Fourteenth-st., to Second-ave., to Twenty-second-st., to Fourth-ave., to Union Square where a dense mass of people surrounded the balcony from which the speaking was done, and which was adorned with flags and emblems of labor or-

Daniel Harris called the assemblage to order, and made a few remarks, in which he referred to the Eight Hour bili, which recently passed the Legislature, and is now awaiting the Governor's signature to become a law, and he announced that a resolution asking the Governor to sign the bili would be submitted to the assembly for its action. He then introduced John S. Crosby, who was received with cheers.

JOHN S. CROSBY'S SPEECH.

Mr. Crosby began by saying: "I only wish that a meeting of this size could be held every week of the year, and we could have such meetings if workingmen were not too tired after their day's workingmen were not too tired after their day's work to attend meetings. The passage of this bill, which your chalrman referred to, is an indication that the endeavor to get for the workingmen what they are entitled to, is making an advance. The employers are getting fewer and fewer, Corporations are your employers, now, and unless you are connected with the corporation you are a day laborer. Under proper conditions it should not be necessary to pass an eight-hour law, but under the circumstances something must be done to relieve the workingmen. As labor is not free to make contracts, the law should protect it. A man working more than eight hours a day has ot time to consider the great problems that are facing our race. There are brains and intelligence among the working people, but they get no time to apply their intelligence, which the world so much needs, is idle.

Mr. Crosby again referred to the Eight Hour bill and said that it is an indication that the power wielded by the working people is being felt. "And I believe," he said, "that your Governor will sign the bill. I believe him to be an honest man." Mr. Crosby here said one or two complimentary things about the Governor that one of his hearers took exception to. Mr. Crosby then, in reply to the questions that were fired at him, replied that he was not making a speech for Roosevelt. "But," he said, "you can sometimes do more with a man, and especially that kind of a man, by rubbing his fur the right way."

Mr. Crosby then told the crowd that they should demand that the city build the rapid-transit tunnel, which, he said, would give employement to many men, and they would have an eight-hour day wille the road was being built and afterward. After Mr. Crosby finished John F. Tobin addressed the meeting. When he had ceased talking there were loud to the crowd that they should devise for Eugene V. Debs, but he was not present. work to attend meetings. The passage of this

After Mr. Crosby finished John F. Tobin addressed the meeting.
When he had ceased talking there were loud cries for Eugene V. Debs, but he was not present. Mr. Harris then read the resolutions to which he had referred early in the evening. They were adopted unanimously, and were:
"Resolved, That we, the working men and women of the city of New-York, will render all the assistance that lies in our power, both morally and financially, to all those who are endeavoring to better the condition of their co-workers in reducing the hours of labor in their respective trades, irrespective of creed, color or nationality, and be it further

further "Resolved. That we request the Governor, Theodore Roosevelt, to sign the Eight Hour bill passed at the last session of the Legislature, and that a copy of these resolutions be sent to him."

ARMY AND NAVY ORDERS. Washington, April 29.-The following Army and Navy orders have been issued: ARMY.

Brigadier-General GEORGE W. DAVIS is assigned to the command of the Department of Porto Rico, and will proceed to the headquarters of that Department, San Juan, and assume command, vice Major-General Guy V. Henry, U. S. V., who is hereby relieved at his own request on account of ill health. Major-General Henry, upon the arrival of Brigadier-General Davis, will proceed to his home and report to the Adjutant-General of the Army for further orders. Adjutant-General of the Army for further orders.

eutenant-Colonel WIRT DAVIS, 8th Cavalry, is relieved from duty as acting inspector-general, Department of the Columbia, and will proceed to New-York
and report to the adjutant-general of the Army for
further orders.

The following transfers are made to the 2d Artil-

aptain EDWIN ST. J. GREBLE to Light Battery Captain ASHER C. TAYLOR from Battery B to Bat-tery O.

tery O.
Captain SIDNEY E. STUART, Ordnance Department, will make two visite during the month of May to Frankford Arsenal, Philadelphia, on official business.
First Lieutenant CHARLES P. SUMMERALL, 5th Artillery, is transferred from Battery C to Light Battery F of that regiment.

F of that regiment
F of that regiment
First Lieutenant CLARENCE H. M'NEIL, 5th Artillery,
is assigned to Battery C of that regiment, and will
join the battery to which he is assigned.
Second Lieutenant OLIVER H. DOCKERY, Jr., will proceed to Columbus Barracks, Ohio, and report to the
commanding officer of that post for duty pertaining
to the recruiting service.
Second Lieutenant JOHN ROBERTSON, 5th Infantra.

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### RUG DEPARTMENT.

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will proceed to Camp Meade, Middletown, Penn., and enter upon mustering duty at that place. The following assignments to regiments of officers

Colonel EMERSON H. LISCUM to the 9th Infantry, to date from April 25, vice William H. Powell, retired. He will proceed to San Francisco and report to the commanding-general, Department of Chilfornia, for duty.

duty.

Lieutenant-Colonel CHARLES KELLER to the 24th Infantry, to date from April 25, vice Liscum, promoted.

He will join his regiment at the Preside of San Francisco.

The following officers of the Volunteer. Corps are honorably discharged from the Volunteer Army, to take effect April 25:

Army, to take effect April 25:
Captain RICHARD O. RICKARD, Captain ASBERY W.
YANCEY, First Lieutenant WILLIAM O. BAILLEY,
First Lieutenant CHARLES DE F. CHANDLER.
Second Lieutenant JOEL R. LEE is assigned to the 10th
Infantry, and will join that regiment.

The following transfers are made, to take effect

First Lieutenant HARRY R. LEE, from the 6th Infantry to the 11th Infantry, Company L. and First Lieu-tenant OLIVER EDWARDS, from the 11th Infantry to the 6th Infantry, Company D. The following officers will report to the Examining Board to meet at Jefferson Barracks, Missouri,

First Lieutenant ROBERT W. ROSE, 17th Infantry; First Lieutenant WILLIAM C. BENNETT, 6th Infantry, and Second Lieutenant JAMES M.D. COMER, 16th Infantry.

The following officers will report to the Examining Board to meet at Governor's Island, New-York, for examination for promotion:

for examination for promotion:

First Lieutenant JOHN D. BARRETTE, 7th Artillery;
First Lieutenant CHARLES F. FARKER, 2d Artillery;
First Lieutenant ELMER W. HUBBARD, 7th
Artillery; First Lieutenant ELMER W. HUBBARD, 7th
Artillery; First Lieutenant ELWIN V. BOCKMIL
LER, 9th Infantry; First Lieutenant ALEXANDER,
R. PIPER, 15th Infantry; Second Lieutenant ROBERICK L. CARMICHAEL, 7th Artillery; Second Lieutenant ANDREW MORES, 7th Artillery; Second Lieutenant ANDREW MORES, 7th Artillery; and Second
Lieutenant THOMAS Q. ASHBUEN, 7th Artillery.

Captain WILLIAM H. JOHNSTON, 16th Infantry, is relieved from duty as acting judge-advo-rate, Department of Havana, and will proceed to New-York City
and report to the Adjutant-General.

Captain WILLIAM F. BLAUVELT, 16th Infantry, is relieved from duty as Collector of Customs at the port
of Santa Cruz, Cuba, and will join his regiment.

First Lieutenant THOMAS W. DARRAH and Captain
LYULIAM NEMMAN, ist Infantry, are relieved as
assisting mustering officers at present stations and
will proceed to Camp Meade, Middletown Penn, and
report to Lieutenant-Colonel Stephen H. Jocelyn, 25th
Infantry, chemical Collection officers in connection
with the muster out of volunteer troops.

Second Lieutenant JAMES R. RASH, 3d Kentucky Infantry, is relieved from further duty as aide-de-camp
on the staff of Brigadier-General F. D. Grant, and
will proceed to Savannah and join his regiment.

Lieutenant-Colonel AUGUSTUS W. CORLISS, 2d Infantry,
is detailed as a member of the Examining Board to
meet at Denver, vice Major FRANCIS S. DODGE,
paymaster, who is hereby relieved.

The following officers will report to the above

The following officers will report to the above Board for examination for promotion: Captain WILLIAM H. W. JAMES, 24th Infantry; Captain JAMES C. ORD, 25th Infantry, and Second Lieuten-ant CHARLES E. STODTER, 5th Cavalry.

The following transfers are made in the 4th Artillery, to take effect this date: Second Lieutenant JACOB C. JOHNSON, from Light

Second Lieutenant JACOB C. JOHNSON, from Light
Battery B to Battery A, and Second Lieutenant
HANSON B. BLACK, from Battery A to Light Battery B. Lieutenant Black will join the battery to
which he is transferred.

Captain CHARLES W. FENTON, Assistant AdjutantGeneral, will proceed to New-York City and report to
Brigadier-General Frederick D. Grant for duty as
aide-de-camp on his staff.

Captain JOHN J. CRITTENDEN, 22d Infantry, will proceed to San Francisco and report to the commanding
general, Degartment of California, for duty.

The following officers of the artillery arm are assigned
to regiments indicated: Captains CHARLES J.
BAILEY, to 7th Artillery; ADELBERT CRONKHITE to 4th Artillery; Battery G; CHARLES A.
HITE to 4th Artillery; First Lieutenants GORHENNETT to 3d Artillery; First Lieutenants GORBENNETT to 3d Artillery; First Lieutenants GORWARD P. OHERN to 3d Artillery, Battery C;
ROBERT E, CALLAN to 5th Artillery, Battery C;
ROBERT E, CALLAN to 5th Artillery, Battery H;
GEORGE T, PATTERSON to 3d Artillery, Battery H;

B: ALBERT J. BOWLEY to 4th Artillery; BERTRAM C. GILBERT to 6th Artillery. The officers who are not assigned to batteries by this order will be as-signed by their respective regimental commanders, who will promptly report the assignments by letter to the adjutant-general of the Army.

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First Lieutenant GORDON G. HEINER, 4th Artillery, is transferred to Light Battery B of that regiment. First Lieutenant EDWARD P. OHERN, 3d Artillery, is transferred to Light Battery F of that regiment.

First Lieutenant EDWARD P. OHERN, 3d Artillery, is transferred to Light Battery F of that regiment.

First Lieutenant ALBERT J. BOWLEY, 4th Artillery, will remain on duty with Light Battery F of that regiment until further orders.

The retirement of Captain HENRY P. RITZIUS, 25th Infantry, from active service as a major under the provisions of the act of Congress approved October 1, 1800, is announced to date from March 2.

The following officers of the cavalry arm are assigned to regiments indicated: First Lieutenants MATHEW C. SMITH to 2d Cavalry; Troop K. HARRY H. PATTISON to 3d Cavalry; HUGH D. BERKELEY to lest Cavalry: FRANK PARKER to 8th Cavalry, Troop M: HARRY LA T. CAVENAUGH to 10th Cavalry. The officers who are not assigned to troops by this massigned will be assigned by their regiments to the adjutant general of the Army.

Lieutenant CAVENAUGH will join his regiment.

Second Lieutenant WILLIAM F. CHAMPLIN, 2d Volunter Infantry, is honorably discharged, to take effect May 3.

Captain FREDERIC H. POMROY. Commissary of Sub-

May 5.

Captain FREDERIC H. POMROY, Commissary of Subsistence, will proceed to Santiago, Cuba, and report
to the commanding general Department of Santiago
for duty as an assistant to the Chief Commissary of
that Department. that Department.

ptain JOHN W. M'HARG, assistant quartermaster, is relieved from his present duties at Savannah and will report to Major JOHN B. BELLINGER, quartermaster, for duty as quartermaster and acting commissary of subststence on the transport Sedgwick, to relieve Captain LAURENCE C. BAKER, assistant quartermaster.

Assistant Paymaster M'GILL R. GOLDSBOROUGH was appointed April 25 from Cambridge, Md. Assistant Paymaster DAVID V. CHADWICK was ap-pointed April 25 from Washington. Passed Assistant Engineer E. R. POLLOCK is detached from the League Island Navy Yard and ordered to the Lancaster.

Passed Assistant Engineer R. D. HASBROUCK is de-tached from the Yankton and ordered to the Detroit. Pay Inspector G. H. GRIFFING is appointed purchasing paymaster and paymaster at the Cavite Naval Sta-tion.

Passed Assistant Paymaster H. E. JEWETT is assigned to duty as general storekeeper and paymaster of naval training station at Yarba, Buena Island.

Passed Assistant Surgeon W. C. BRAISTED is detached from the Naval Hospital at Newport, R. L. and is ordered home to prepare for other orders to sea.

Medical Director A. L. GISHON, retired, has received one year's loave, with permission to leave the United States.

Lieutemant Communications and the Cavity States.

States.

Lieutenant-Commander E. R. BARRY is detached from the Frankin and ordered to the Amphirite, May 10, as executive officer.

Lieutenant-Commander A. G. BERRY is detached from the Amphirite, May 10, and ordered to duty as assistant inspector of the Third Lighthouse District at Tumpkinsville.

E. PRISBY, professor of mathematics, will be retired May 22

May 22.

Pay Director G. W. BEAMAN will be retired May T.

Lieutenant-Commander J. A. SHEARMAN was promoted to illustrant-commander.

Medical Inspector W. C. DRENNAN is assigned to duty at the marine recruiting rendezvous at Philadelphia. at the marine recruiting rendezvous at Philadelphia. Lieutenant J. L. PURCELL is irrected to open a recruiting rendezvous at Gloucester, Mass.

Cruiting rendezvous at Gloucester, Mass.

Assistant Surgeon J. J. SNYDER is detached from the Wabash and ordered to the Newport Naval Rospital.

Wabash and ordered to the Newport Naval Rospital. Assistant Engineer P. N. NEEL was honorably charged April 28.

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